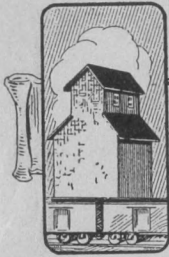




APRIL, 1918

**THE**  
**SASKATCHEWAN**  
**CO-OPERATIVE**  
**ELEVATOR CO. LTD.**  
**NEWS**





PUBLICITY DEPT  
REGINA CANADA

# THE SASKATCHEWAN CO-OPERATIVE ELEVATOR CO. LTD NEWS

MAILED  
FREE ON APPLICATION

EDITOR  
W A S NAPIER

PUBLISHED BY  
SASKATCHEWAN CO-OPERATIVE  
ELEVATOR CO. LTD



VOL. 2

APRIL, 1918

NO. 7.

## Contents

	Page
THAT SINGLE LOAD.....	3
NEWS OF THE MONTH.....	4
Two Firsts	
Plans for 1918	
Helping the Farmer to Seed	
Railroad Rates	
Business Methods Contrasted	
A New Variety of Hard Wheat	
Mr. F. W. Riddell, Supervisor	
Market your Wool Co-operatively	
Wheat must not be used for feed	
IS AN INCREASE OF 15 PER CENT. ON RAILROAD RATES JUSTIFIABLE? .....	7
ROLL OF HONOUR.....	10
AMENDMENTS TO CANADA GRAIN ACT.....	11
WAREHOUSE STORAGE RECEIPTS.....	12-13
SPECIAL BINS.....	16
EDITORIAL COMMENT.....	17
Deadwood	
Volunteers for the Kitchen	
Ten Years Ago	
SHOULDER TO SHOULDER.....	18
TOTAL HANDLED .....	19
KINDRED CO-OPERATORS.....	20
Ireland and its Grain Trade	
SUBJECT INDEX TO THE CO-OPERATIVE NEWS FOR 1917-18	22
LIST OF ILLUSTRATIONS TO THE CO-OPERATIVE NEWS FOR 1917-18.....	23

\$45  
JA



## That Single Load

Oh! it's only an odd load anyway! What does it matter which elevator I use! It's not worth bothering about!

Have you ever heard that said? Have you ever said it yourself? Do not make any error; it matters very much where you ship that odd load. True! it seems only a small matter, but it isn't what it seems.

"Inches" seem a small matter, too. The torpedo missed the ship by inches.

The torpedo hits its mark and in a moment the effect is seen. The single load undermines, crawls along, as it were, insidiously, unnoticed, and its effect is not seen. One is recognized as a foe, the other isn't.

Consider. We have 20,000 shareholders. In a single season each one ships one load past his own elevator. Each load contains, say, sixty bushels. 120,000 bushels of grain at \$2.21 amounts to \$265,000. This single load repeated by each shareholder would mean that business to the extent of \$530,000 had been given away to private interests in a single season. Oh! it's only an odd load, but where you put it does make a difference.

Apply its effect to the spirit of the movement. Remember it is easier to build than to rebuild. Continuous rebuilding disheartens the best, and kills the spirit. Kill that and you kill the cause.

You have been building with a good heart. After years of labour you find one day that the building is undermined, and that the walls are falling, what then? That may be the prospect if you don't watch that single load.

Safeguard the odd load and you will safeguard the whole business.

One question. What are you going to do about it?

# News of the Month

## EMPIRE CALLS FOR BALANCE OF CROP

An imperial call is made to all farmers who have wheat, no matter how small the quantity, to dispose of same as quickly as possible. It is of supreme importance to the Empire that the balance of the crop be moved immediately. Every bushel of wheat is urgently needed now. This is a patriotic appeal necessitated by the serious situation of the Empire.

## PLANS FOR 1918

As was the case last year many applications are being received at Head Office for the erection of elevators. In normal times only a small portion of these applications can be considered each year, but in these times with the increased cost of material, etc., our building programme has had to be reduced to a minimum. The following Locals will have Co-operative Elevators at their respective points as soon as possible:

Beverley	Senate	Glidden
Scott	Drake	Lawson
Vidora	Melfort	Tompkins
Kinley	Surbiton	

Elevators are now under construction at the following points: Scott, Drake, Glidden and Kinley.

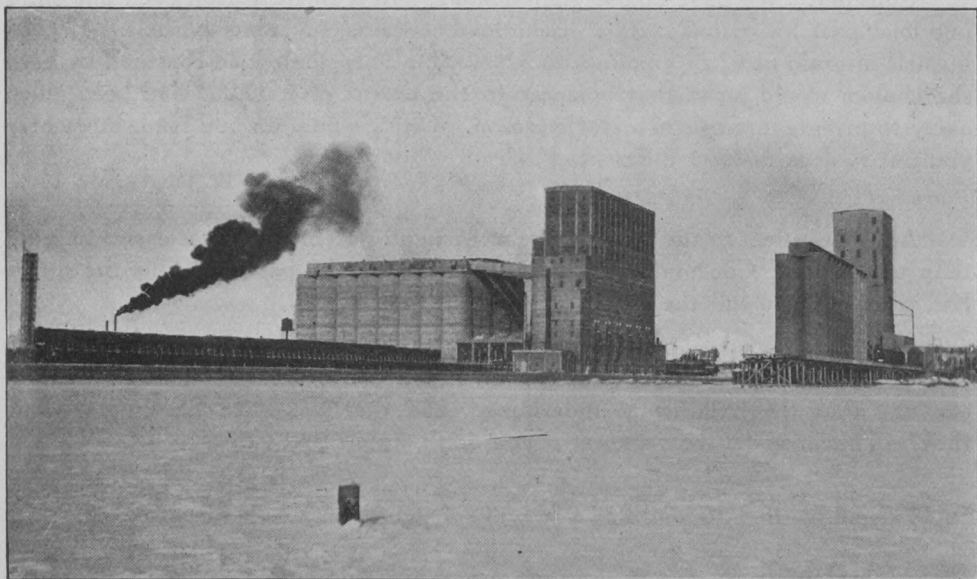
## HELPING THE FARMERS TO SEED

Approximately two hundred and forty of the Company's elevators have been closed in order to assist farmers in seeding. Of this number eighty will remain closed for the season, the remainder re-opening as soon as seeding is completed. In addition to those men released from the elevators, over thirty employees from the office staffs are now on the farms helping the farmers to put in their crop.

## RAILROAD RATES

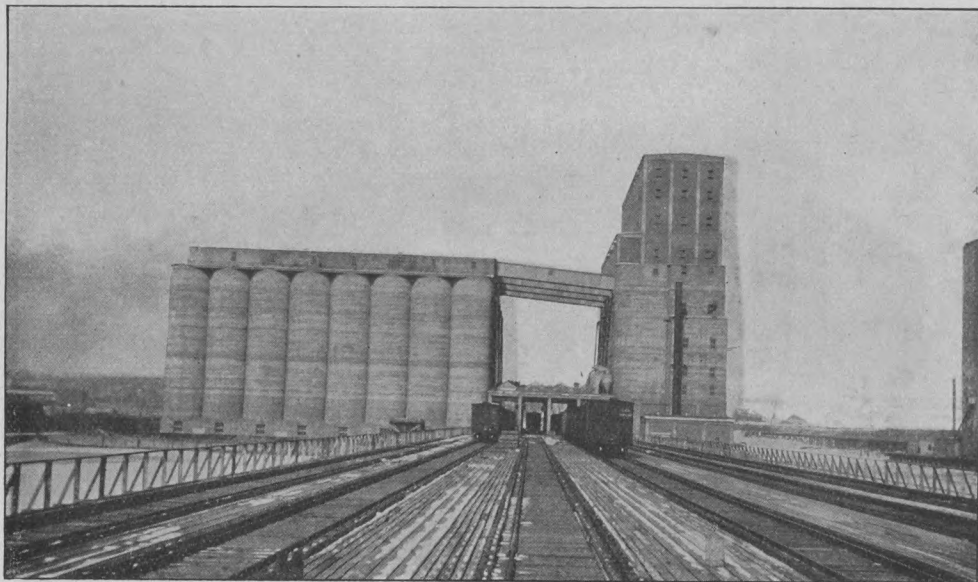
Until one year after the war, the Railway Companies have been granted a permanent increase of 15 per cent.; the Dominion Government made the increase a war time measure and limited its application to the period of the war and to one year of peace. The *Free Press* says that the question will thus be automatically re-opened.

It would appear to us that, seeing that the increase applies to a definite period, at the expiration of that period the increase should automatically cease and the old rate again become operative. See p. 7 of this issue.



Terminal from Lake





Looking down Track

### BUSINESS METHODS CONTRASTED

The following is an extract from a letter, under "Mail Bag," published in the *Grain Growers' Guide* in its issue of February 27th:

"The vital point to my mind is that whereas the banks, manufacturers, railways, and heretofore the elevators, are transacting their particular business with the largest possible profit for themselves, the Co-operative Company established the principle of the largest co-operative benefits to its patrons, by giving bigger prices, better grades, etc.

It is everywhere admitted that the farmers have benefited to the tune of millions, through better prices and better grades since the company started, and if after this the dividends are still so large, it makes one wonder what they used to be before there was such a company, and shows the magnitude of the situation the Grain Growers are trying to remedy.

Now that the speculative element is taken out of the grain trade to some extent, it will be of interest to see how dividends compare with those of former years. Admitting that the Saskatchewan Co-operative Company was founded solely to insure a square deal to the farmers, the mere fact of huge dividends, instead of being a cause for reproach, is conclusive evidence how badly this institution was needed, and how great was the imposition under which the agricultural classes laboured."

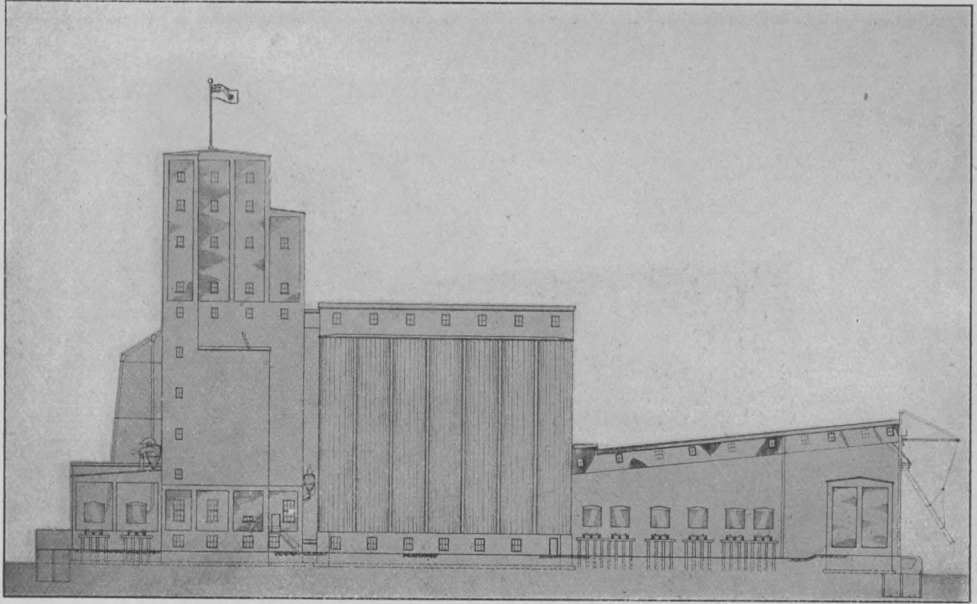
### A NEW VARIETY OF HARD WHEAT

A new wheat has been evolved by the Dominion Cerealist at the Central Experimental Farm at Ottawa. It has been named Ruby, Ottawa, 623, and possesses characteristics in ripening and other qualities midway between Marquis and Prelude. It is beardless, possesses hard red kernels, gives a fair yield and makes flour of the highest quality in regard to colour and strength. Bread made from it ranks in the first class. This wheat is the result of a cross between Downy Riga and Red Fife. Downy Riga was produced from two early sorts, Gehun, an Indian variety, and Onega from Northern Russia. Ruby is recommended for trial where Marquis does not ripen satisfactorily. A very limited distribution of five-pound samples is being made to farmers requiring an early sort. A sufficient crop will be grown this year on the Experimental Farms to provide for a generous distribution next Spring.

### MR. F. W. RIDDELL, BOARD OF GRAIN SUPERVISOR

Our General Manager, Mr. F. W. Riddell, has been elected to the Board of Grain Supervisors in succession to Hon. T. A. Crerar.

Mr. Riddell takes his seat on the Board as the representative of organized farmers, the other representative being Mr. H. W. Wood, of Alberta.



Proposed Hospital Elevator to be built for our company by the Figles Bellows Engineering Co., Fort William, and completed in Fall

### MARKET YOUR WOOL CO-OPERATIVELY

The Co-operative Organization Branch of the Department of Agriculture will again market wool under practically the same conditions as last year when they handled 223,000 pounds at an average net price of 65 cents per pound.

Paper twine and suitable sacks for shipping will be supplied by the Government at cost price which will be approximately 5 cents per fleece.

An advance payment of at least 35 cents per pound will be made as soon as wool is received, and when sold, everything realized will be sent to producer less actual cost of twine, sacks, storage and handling expenses and local freight to Regina unless paid by shipper.

If you have not received a printed form, make application at once to W. W. Thomson, Department of Agriculture, Regina, and send as soon as possible. Your wool must be shipped between June 24th and July 25th to Regina where it will be weighed and graded.

All the wool grower has to do is to ship his wool per instructions and wait for his cheque. He has to pay nothing whatever for the service rendered by the Government.

### Co-operation

Each one doing all he can  
For the brotherhood of man.  
Emblem of imperial cause—  
Loyalty—and not applause.

Each for all and all for each,  
Striving this ideal to reach;  
Let us practise what we preach,  
Action substitute for speech.

Count it honour and our right,  
Just to work tho' out of sight.  
Putting cause, not self, in light:  
This, Co-operation's might.

Use the means as we ascend,  
Which are worthy of the end.  
Equal rights to all defend;  
Equity our dividend.

—W.A.S.N.

### WHEAT MUST NOT BE USED FOR FEED

An Order in Council recently issued at Ottawa prohibiting wheat to be used for feed contains regulations covering the feeding of live stock in stock yards and also the feeding of poultry.

The regulations covering poultry feeding are:

No person shall sell or purchase wheat fit for milling purposes for the feeding of poultry, except where wheat has been grown with other grains and cannot be separated economically. The said mixture is not to contain any more than 25 per cent. of wheat.

No person shall, without written permit from the Canada Food Board, use wheat, barley, oats, rye, Indian corn, buckwheat or peas for the purpose of feeding or decoying migratory wild fowls.

# Is an Increase of 15 per cent. in Railroad Rates Justifiable?

Case as presented for the Canadian Council of Agriculture  
to Board of Railway Commissioners

By RODERICK MACKENZIE

## SOME PUNGENT SENTENCES TO BEAR IN MIND

Increase means that \$39,000,000 will be added to cost of living.

Manufacturers' and commercial interests are able to pass on the increased cost of their goods to the consumer.

On the farmer and consumer will fall the burden of the added cost to freight tariff.

Increase means a charge on public of \$5 per head.

Report of C.P.R. for half-year ending December 31, 1915, was the most favourable in the history of that Company.

For months of January, February, March, April and May, 1917, the increased earnings of C.P.R. as compared with the same period of the previous year were 13.35 per cent., C.N.R. 22.52 per cent., and G.T.P. 9.51 per cent.

The Annual Statement of C.N.R. for 1916 shows a gratifying increase in business as compared with former years.

This is an application by the Railway Companies to the Board of Railway Commissioners for a recommendation to the Governor General in Council for a passage of an Order in Council, under the War Measures Act, granting to the applicants a general advance of 15% in the tariffs of tolls on freight and passenger traffic.

The applicants as a reason for making their application, make the plea that the cost of operating of their railways has increased largely within the last year or two, an expression that is common in all business enterprises, but seem to have lost sight of the very large and substantial increase in their earnings in the same period, and make no attempt to show to what extent the ratio of working expenses to gross earnings has been very materially reduced.

## INEFFICIENCY OF FACILITIES DUE TO SCARCITY OF LABOUR

The statement of the grounds on which the application is made is "Nothing is more essential to the welfare of Canada, whether considered in its own interest or as a part of the Empire, than that the railways operating within its borders should be in a position to respond immediately and effectively to the fullest demands made upon them, either by

the general commerce of the country or in connection with the defence of the realm."

Every industry whether engaged in war preparation or in the manufacture of commercial commodities, and every individual in Canada, is affected either directly or indirectly by the efficiency or inefficiency of transportation facilities, and while at the present time owing to scarcity of skilled labour and other causes due to the war, it may not be possible to maintain the transportation service in a condition of highest efficiency, it is an imperative duty on the part of everyone to see that the service is adequately sustained.

The implication here seems to be that the present inefficiency of the railway transportation facilities is due to scarcity of skilled labour, and other causes due to the war, and that because of these facts the railways find it impossible to maintain the transportation service in the highest efficiency.

## NOT MEN BUT MONEY

A prominent railway official in making a presentation before another commission in this building a few days ago, stated with the greatest emphasis, that the railway which he represented could not possibly, under any circumstances, increase the service this year, for want of skilled labour and the difficulty of

securing additional equipment due to the same cause. Now the railways come before this Board with a claim that with the present revenues and rates applicable to their enterprises, it is impossible to sustain adequately their service to make needed betterments, claiming that it is not men but more money they need.

### INCREASE MEANS \$39,000,000 ADDED TO COST OF LIVING

Much pressure is being brought to bear upon the Government to reduce the cost of living, by so arranging the process of distribution of commodities that enter into the living of the people that the cost would be more equitably distributed, giving the producer a larger share of that which the consumer pays by reducing the undue share that now goes to the speculator or middleman. Here we have the Railway Companies, the municipal agencies in distribution, asking you to recommend to the Government to pass an Order in Council authorizing the Railway Companies to add some \$39,000,000 to the cost of living of the people over and above what they now pay. Those who were making representations for a reduction in the cost of living have not so far met with any degree of success, and it remains with you as to whether or not those who are advocating an increase in the cost of living should meet with success.

### AS IT AFFECTS FARMERS AND MANUFACTURES

The primary producers of wealth may allege with more force than the railways, and with equal sincerity, that nothing is more essential to the prosecution of the war and to the welfare of Canada, whether considered in its own interest or as a part of the Empire, than efficiency of production. Production will not be efficient if it is not duly rewarded, and it may be assumed that in the case of farm industry, where the meagreness of the rewards of capital and labour have already caused an alarming depopulation of the land, this request of the railways, if granted, would make matters worse, as a great part of the proposed burden would fall directly on the primary industries, or be shifted upon them in due course. Whatever addition is made in the interest of railways, to the toll of freight traffic, is an added burden on the primary industries. The added burden of manufactures and com-

mercial interests by reason of an increase in freight rate they will pass on to the consumer.

15% increase on the present tariff will mean:

	Fort Wm. Montreal Halifax		
Increase from average points in Manitoba (per bus.) to.....	1 1/5c	2c	2 1/2c
Increase from average points in Saskatchewan (per bus.) to.....	1 4/5c	3 3/5c	3 7/10c
Increase from average points in Alberta (per bus.) to.....	2 4/5c	4 1/10c	4 1/2c
Increase on cattle—per 100 pounds, minimum car 20,000 pounds.			
Calgary to Toronto.....	13 1/2c		\$27.00
Calgary to Winnipeg.....	6 3/5c		13.20
Winnipeg to Toronto.....	9 7/10c		18.14

According to press reports, the Canadian Manufacturers' Association gave their consent to the proposed increase, but while an increase of cost of distribution might cause them some annoyance, they are in the happy position of being able to pass on the increased cost to the consumer of their goods.

The producer of farm products and the consumer, must, therefore, pay all the costs, and on them will fall the burden of the proposed added cost to the freight tariff.

Applying an increase of 15% on the gross earnings of the Canadian railways in 1916 would involve an additional charge on the Canadian public of \$39,000,000—\$5.00 per capita. Of this amount, about \$18,698,000 would fall to the lot of the C.P.R.: \$5,321,000 to the C.N.R.; and \$5,873,000 to the G.T.P.

### IS INCREASE JUSTIFIABLE?

Is this increase justifiable on the records of the operations of the railways? I have here before me a table showing the gross earnings, operating expenses, and the percentage of operating expenses to gross earnings of the railways of Canada since 1875.

It shows for the year ending June 30, 1916, that the operating expenses took \$68.90 out of every \$100 of the gross earnings, and only in six years, namely, 1897, 1898, 1900, 1902 and 1912 was the ratio of operating expenses to gross earnings less than in the last fiscal year. It is true the operating expense is increasing from year to year, but it is also true that the gross earnings are increasing at a larger ratio.

For the months of January, February, March, April and May, 1917, the five months in which the railway earnings are available, the increase in the C.P.R. as compared with the same period previous year, is 13.35%, C.N.R. 22.52% and the G.T.P. 9.51%. Speaking of



the operations of the C.P.R. the *London Statist* has the following to say:

"First, that earnings since December have continued on the up-grade, that benefit is now being derived from the bringing into operation of the Connaught tunnel, and that this month and next, comparison will be made with a period when expenses were exceptionally heavy, owing to the abnormally severe weather conditions of last winter. Should it so turn out that net earnings show no change in the current half-year, the profits for the whole of 1916-1917 from railway operation alone will amount to about \$35,000,000. Just how much will be received this year from special income

account is an unknown factor, but so far as we can foretell, it is scarcely likely to be less than that for 1915-16, in which case the total profits for the current year would amount to \$45,000,000, equal to 17.31% upon the stock. To pay the 10% dividend, calls for a sum of \$26,000,000 so that outside operations, the profits from railway operation proper are \$9,000,000 in excess of dividend requirements, while taking the system as a whole, profits could fall off no less than \$19,000,000 and still leave sufficient profit to maintain the dividend. The estimated results for 1916-17 compared with the actual results for the last few years as shown in the amended statement:

Year to June 30th	Profit of Ry. Proper	Special Income Account	Total Profit for ordinary	Dividend on stock earned	Dividend paid	Surplus after Dividend
1917 (Established).....	\$35,000,000	\$10,000,000	\$45,000,000	17.31	10	\$19,000,000
1916.....	33,769,000	9,941,000	43,710,000	16.74	10	17,710,000
1915.....	18,290,000	10,969,000	29,259,000	11.25	10	3,259,000
1914.....	26,849,000	8,588,000	35,437,000	14.46	10	10,937,000
1913.....	32,285,000	7,844,000	40,129,000	18.74	10	18,709,000
1912.....	30,056,000	6,623,000	36,319,000	20.18	10	18,319,000
1911.....	24,355,000	6,165,000	30,520,000	16.95	9½	13,420,000
						\$82,354,000
Add net earnings June 30th to December 31st, 1916.....						13,684,000
						\$96,038,000

The price of Canadian Pacific ordinary stock is now 159, equal to 149 net, at which the return afforded is nearly 6¼ per cent.

### C. P. R. ISSUE THEIR MOST FAVOURABLE STATEMENT

I have under my hand the report of the C.P.R. for the half-year ending December 31, 1916, and an analysis of that report clearly indicates that the C.P.R. do not need any additional rise in their freight rates, as in no time in their history did they put out such a favourable statement for the shareholders, as they did for the business of the six months ending December 31, 1916.

The freight and passenger tariff under which they were operating since the system was established has proved itself to be ample to make the business of the railway eminently profitable.

For the six months ending December 31st, their gross earnings were \$76,717,965.36, and for the first five months of this year, \$56,569,000, or for 11 months, \$133,286,965.36 as compared to \$124,000,000 for the preceding twelve months, and with another month to be added, it will make the year's earnings approximately \$150,000,000, as compared to \$124,000,000 for the previous corresponding twelve months.

### C. N. R. STATEMENT SHOWS AN INCREASE

The annual statement of the C.N.R. for 1916 also shows a gratifying increase in business as compared with former years, being \$35,476,274 as compared to \$25,912,105, an increase of \$9,564,169 or total increase of operating revenue of 36.91%. The working expenses in 1916 were \$26,102,744, leaving a balance of net earnings of \$9,373,530, as compared to \$6,623,291 in 1915. The fixed charges, however, of 1916 were somewhat more than the net earnings, being \$9,621,657, leaving a net loss of \$248,128 as compared to a loss of \$1,640,283 in 1915.

#### C.N.R. REPORT 1916

	1916	1915	Increase
Gross Earnings.....	\$35,476,275	\$25,912,106	\$9,564,169
Passenger Traffic.....	6,128,470	5,411,224	717,246
Freight Traffic.....	26,560,213	18,207,800	8,352,413
Express, Mail, etc....	2,787,591	2,293,081	494,510
Working Expenses.....	\$35,476,274	\$25,912,105	\$9,564,169
	26,102,744	19,288,814	6,813,930
Fixed charges.....	\$9,373,530	\$6,623,291	\$2,750,239
	9,621,657	8,263,574	1,358,083
Loss.....	\$248,127	\$1,640,283	\$1,392,156

Total operating revenues, as compared with previous year, showed a total increase of 36.91%.



First boat loading at Terminal, April 22, 1918

## COMPARISON OF C.P.R. REPORTS

A comparison of the report of the Canadian Pacific for the half-year ending December 31st, with their annual report for the year ending 30th June, 1916, shows a very substantial gain in business and profits. For instance, the gross earnings for the year were \$129,481,885.74—for the half-year it was \$76,717,965. The net earnings for the year \$49,225,920.46 as compared to \$30,874,765.86 in the half-year, and that substantial increase in the net earnings was in the face of the fact of a large increase of working expenses in the half-year which were for the year, \$80,255,965 as against \$45,843,199.50 for the half-year. The net surplus for the year was \$15,444,158.60 and for the half-year \$13,684,504.91; that is, the net surplus for the half-year was within \$1,759,653.69 of that for the full year previous.

The earnings from special income for the half-year \$16,207,099 as compared to \$14,822,451.54 for the half-year, a difference of \$1,384,647.46 between the half-year and the full year previous. \* \* \* \* \*

It would be suicidal to the development of Canada to increase further the cost of transportation. Industries of all kinds are groaning under the load that is imposed upon them to maintain transportation companies. The development of agriculture, industries especially, will suffer unduly. In addition to paying the increased freight on their product that goes for shipment for both export and domestic consumption, all the increased charges of in bound freight will be transferred to them and the consuming public, by both manufacturers, wholesalers and commercial interests.

## ROLL OF HONOUR

"Why did I come? I ask not, nor repent;

Something blazed up inside me, and I went."

—J. B. Fagan, *London Times*.

Local	Name
124 Tisdale.....	John K. McDonnell.
255 Eastend.....	John Burkinshaw.

## KILLED IN ACTION

"Take hope, and see  
In the white book of chivalry set apart,  
The April Glory of the dauntless heart,  
Who fought and died that freedom might be free."  
—*Times*.

Local	Name
111 Lloydminster.....	Charles J. George.
170 Biggar.....	Harold Hoskins.
146 Marcelin.....	R. K. Athlick.

## *Amendments to Canada Grain Act as recommended (A) by the Board of Grain Commissioners and (B) by the Canadian Council of Agriculture re the proposed new Board of Grain Appeals.*

A careful perusal of the amendments as set forth below will show that the purpose underlying the recommendation of the Board of Grain Commissioners is to create a new Board of Appeals which will be subject to their jurisdiction. The Canadian Council of Agriculture, on the contrary, contend that the proposed Board of Appeals should be entirely separate from the Board of Grain Commissioners, and responsible directly to the Governor in Council. With this object in view they have made these suggested amendments:

### AMENDMENTS TO CANADA GRAIN ACT AS SUGGESTED BY THE BOARD OF GRAIN COMMISSIONERS

#### A

Section 102 of the said Act is repealed and the following is substituted therefor:

102. There shall be a board to be known as the Board of Appeals to consist of three members to be appointed by the Governor in Council as follows:

The Chairman on the recommendation of the Board of Grain Commissioners, the second member on the recommendation of the Grain Exchanges, and the third on the recommendation of the Ministers of Agriculture of the three Prairie Provinces, and in event of their disagreement, the Governor in Council shall decide.

#### *Explanatory to Section 102 (B)—continued.*

Board is recommended is to alleviate as much as possible the dissatisfaction which exists very generally among the producers of the grain in the West in regard to the present system of grading their grain. It appears to the Council to be self-evident that the producers will feel a great deal more confidence in the Appeal Board if at least one of the members appointed thereto is their own nominee, and further, the Council consider that as the central body representing all the organized farmers of the Dominion, they (the Council) are the proper body to recommend the farmers' representative on the Appeal Board.

The Council believe that it would probably be most satisfactory to the farmers generally for the Chairman to be appointed by the Ministers of Agriculture of the three Prairie Provinces and they consider that the other interests principally involved should have no objection to this.

### AMENDMENTS TO CANADA ACT AS SUGGESTED BY THE CANADIAN COUNCIL OF AGRICULTURE

#### B

Section 102 of the said Act is repealed and the following is substituted therefor:

102. There shall be a board to be known as the Board of Grain Appeals for Canada to consist of three members to be appointed by the Governor in Council as follows:

The Chairman on the recommendation of the Ministers of Agriculture of the three prairie provinces and in event of their disagreement the Governor in Council shall decide, the second member on the recommendation of the Winnipeg Grain Exchange, and the third on the recommendation of the Canadian Council of Agriculture.

#### *Explanatory to Section 102 (B).*

Section 102. The Council disagree with the recommendation of the Board of Grain Commissioners as to their (the Board) having anything to do with the recommending of the Chairman, or any other member of the "Appeal Board." The Council think that the Appeal Board in order to perform properly the duties they have always anticipated it should perform, should be, so to speak, the highest Court in the Dominion in regard to any disputes as to grades, which, in the opinion of the Council, is the particular and peculiar duty of the Appeal Board, that Board, therefore, should in their opinion not be subject, either directly, or indirectly, to any other Board or person appointed by the Government. The Council are surprised that any recommendation for the appointment of the Appeal Board did not provide for the Council recommending at least one member of the Appeal Board. One of the main purposes for which the appointment of the Appeal

(Continued on page 14.)

# SASKATCHEWAN CO-OPERATIVE ELEVATOR C

## —TERMINAL WAREHOUSE RECEIPT—

WINNIPEG, MAN., \_\_\_\_\_ 191 \_\_\_\_\_

RECEIVED IN STORE IN OUR

SUBJECT TO THE ORDER OF \_\_\_\_\_

OF \_\_\_\_\_ INSPECTED GRADE TO BE

THIS GRAIN IS DELIVERABLE UPON THE RETURN OF THIS RECEIPT  
PAYMENT OF STORAGE AND TRANSPORTATION AND ALL OTHER CHARGES IF ANY DU

THIS GRAIN IS AND WILL BE KEPT STORED AND INSURED FOR TH  
ASSIGNEE, AND IN CONFORMITY WITH THE PROVISIONS AND CONDITIONS OF THE LA

COUNTERSIGNED

BY

THIS RECEIPT SHALL BE SIGNED, COUNTERSIGNED AND REGISTERED.

FORM 76

## WAREHOUSE STORAGE

In the same manner as a country elevator issues a storage ticket for each wagon load of grain received to be stored, a terminal elevator issues a warehouse receipt for each lot of grain received.

### FORM OF RECEIPT

The prescribed form of a Warehouse Receipt must be in accordance with The Canada Grain Act, and show the kind of grain, grade, net bushels, car number, date of unloading and the name of the party to whose order the grain represented by a warehouse receipt is held. It also states that the grain will be stored with grain of the same grade by inspection, that it will be held and insured for the benefit of the person to whose order a warehouse receipt is issued or his assignee.

### ISSUING OF WAREHOUSE RECEIPTS

As the grain received by a terminal elevator is usually in car lots of one grade, it, therefore, happens

that the majority of warehouse receipts issued represent whole car lots, the exception being bulkhead car or cars containing mixtures. The issuing of warehouse receipts by terminal elevators is a comparatively recent regulation. Previous to their use, the delivery of grain was made by surrendering the various documents, viz., the bill of lading, the Government inspection, the Government weight certificate, and the terminal elevator out turn. A warehouse receipt now takes the place of these four documents and is, of course, much more convenient.

All warehouse receipts are issued on payment of freight charges by the owner of the grain or by the agent, and on surrender of the bill of lading. They are issued under the supervision of the Board of Grain Commissioners and are registered with the Registration Department of that Board.

This department receives a daily report from the Government Inspection Department of all cars unloaded at Terminal Elevators and is then able to check warehouse receipts issued against the report



TOR CO. LTD.

NUMBER

C

200

GRADE

BUSHEL

N OUR PORT ARTHUR ELEVATORS

191

FROM CAR

BUSHEL

DE TO BE STORED WITH GRAIN OF THE SAME GRADE BY INSPECTION.

S RECEIPT PROPERLY ENDORSED BY THE PERSON TO WHOSE ORDER IT IS ISSUED AND UPON  
IF ANY DUE TO THIS COMPANY.

ED FOR THE BENEFIT OF THE PERSON TO WHOSE ORDER THIS RECEIPT IS ISSUED, OR HIS  
OF THE LAWS OF THE DOMINION OF CANADA RELATING TO THE WAREHOUSING OF GRAIN.

SASKATCHEWAN CO-OPERATIVE ELEVATOR CO. LTD.

BY

## STORAGE RECEIPTS

of the cars unloaded. By this check there is no possibility of two warehouse receipts being issued against the same lot of grain.

### SURRENDER OF RECEIPTS

In the same manner as warehouse receipts are issued to cover each parcel of grain received, so also are they surrendered and cancelled to cover every parcel of grain shipped out. In this way the outstanding warehouse receipts of any terminal elevator should equal the stocks in such an elevator. As in the case of the issuance of receipts the cancellation is done under the supervision of the Board of Grain Commissioners whose Registration Department also registers the cancellation of all receipts surrendered against shipments. It receives the advice of all shipments made, and is thus enabled to see that warehouse receipts are cancelled to cover every shipment made. As all grain received by terminal elevators is stored by grade, the holder of a warehouse receipt

calling for 1 Northern wheat will not, on surrender of the warehouse receipt, receive delivery of the identical wheat represented by the warehouse receipt, but will receive an equal amount of 1 Northern wheat from the stocks of that grade.

### NEGOTIABLE DOCUMENTS

Under this system of registration of warehouse receipts it will be plainly seen that a warehouse receipt is a very reliable document, representing a certain amount of grain which is actually in store in a terminal elevator. It is also backed by the financial responsibility of the terminal elevator issuing same, and is protected further by an indemnity bond which each terminal elevator takes out at the commencement of every season. Warehouse receipts are thus negotiable documents and are readily accepted as security by banks and financial institutions.

3. The fees to be charged by the said Board of Appeals shall be approved by the Board of Grain Commissioners on or before the first day of September in each year.

*Explanatory.*

The Board thinks it well to have this power to fix these fees at the same time as the annual tariff is approved of.

4. The members of the said Board of Appeals shall, before acting as such, take an oath of office in such form as is prescribed by the Board and approved by the Governor in Council.

*Explanatory, sec. 102, subsec. 4—continued.*

Court Judge. This is similar to the provision made in the Act in regard to the oath of office to be taken by the members of the Board of Grain Commissioners.

5. The said Board of Appeals shall hear all appeals from the decisions of the Chief Inspector on samples of grain, as provided in Section 101, and perform such other duties as are prescribed for them by the Board or the Governor in Council by regulation or otherwise.

*Explanatory, sec. 102, subsec. 5—continued.*

in this section. The change recommended by the Council provides that the Appeal Board shall only perform such other duties as are prescribed by the Governor in Council.

*Explanatory, sec. 102, subsec. 6 & 7.*

The Council consider that the Act should make provision for the Secretary of the Appeal Board in the same way that it does for the Secretary of the Board of Grain Commissioners. The Appeal Board certainly cannot in the opinion of the Council perform its duties without a Secretary.

3. The fees to be charged by the Appeal Board shall be set by the said Appeal Board and shall be approved by the Governor in Council on or before the first day of September in each year.

*Explanatory.*

The Council consider that the Appeal Board being a responsible public body and having control of the expenses incurred in their work, outside of their own salaries, should be the body to recommend to the Governor in Council what their fees should be. The Council concur that these should be set on or before the 1st day of September of each year for the following year.

4. The members of the Appeal Board and Secretary shall, before acting as such, take and subscribe an oath of office before a Superior or County Court Judge in the form following. (See Section 7).

*Explanatory.*

The Council consider that the form of the oath which the Appeal Board and Secretary of the Appeal Board should take shall be prescribed in the Act and that they should take this oath of office before a Superior or County

5. The Appeal Board shall hear all appeals from the decisions of the Chief Inspector on samples of grain, as provided in Section 101, and perform such other duties as are prescribed by the Governor in Council by regulation or otherwise.

*Explanatory.*

The Council, as explained previously, do not agree with the recommendation of the Board of Grain Commissioners, that the Board should have any control over the duties of the Appeal Board, and for that reason advise the change

6. There shall be a Secretary of the Board, who shall be appointed by the Governor in Council on recommendation of the Appeal Board and hold office during pleasure.

7. The Secretary shall be paid an annual salary to be fixed by the Governor in Council.

(*Explanatory opposite*)

6. The offices of the said Board of Appeals shall be in the City of Fort William, Ont., but for the purpose of better considering any particular appeal, and subject to the approval of the Board of Grain Commissioners the Board of Appeals or any of its members duly appointed in any special case, may hold sittings at any other place in the division.

*Explanatory, sec. 102, subsec. 8—continued.*

reasons resulting from the present method of handling our grain that render it imperative for the Appeal Board to be located in Winnipeg, that the Council feels that no other point should be considered for the location of the Appeal Board.

*Explanatory to 9 and 10 B.*

The Council think it necessary that provisions such as are made in this suggested subsection are just as necessary for the Appeal Board as they are in the case of the Board of Grain Commissioners.

*Explanatory.*

The new section 102 herein proposed is to provide for the appointment of a Board of Appeals to replace the present Survey Board for the Western Division in the hearing of all appeals on the Inspecting Officer's grading and from the Chief Inspector's decisions on samples of grain inspected. They are also to perform any other duties that are prescribed for them by the Board of Grain Commissioners or the Governor in Council. The appointment of this Board of Appeals is recommended by the Canadian Council of Agriculture and the Grain Commission.

3. Section 103 of the said Act is repealed and the following is substituted therefor:

103. The Board\* may make by-laws for the better carrying out of the business of the Grain Survey Board of any district in the division, and for the establishment of a schedule of fees for survey services.

\* "Board" means Board of Grain Commissioners.

8. The offices of the Appeal Board shall be in the City of Winnipeg, Manitoba, but for the purpose of better considering any particular appeal, the Appeal Board or any of its members duly appointed in any special case by the Appeal Board may hold sittings at any other place in the division.

*Explanatory.*

The Council are emphatically of the opinion that the offices and place of residence of the Appeal Board should be in the City of Winnipeg, Manitoba. The Chief Inspector is located in Winnipeg, also Winnipeg is unquestionably the most important centre of the grain trade in Western Canada and there are also so many

9. The Appeal Board and Secretary shall devote the whole of their time to the performance of their duties under this Act, and shall not accept or hold any other office or employment.

10. No member of the Appeal Board or the Secretary shall directly or indirectly, etc., (continue same as section 6, subsection 2).

(*Explanatory opposite.*)

*Explanatory.*

Section 102. Explanation of Board of Grain Commissioners (opposite).

The Council took exception to the statement of the Board of Grain Commissioners' explanation as submitted with their proposed draft of amendments to the Act, providing for the Appeal Board, in so far as the Board states—"the appointment of this Board of Appeals is recommended by the Canadian Council of Agriculture, and the Grain Commission." The Council does not recommend such a Board of Appeals as is proposed in the amendments recommended by the Board of Grain Commission.

3. Section 103 of the said Act is repealed and the following is substituted therefor:

103. The Appeal Board may make by-laws for the better carrying out of the business of the Grain Survey Board of any district in the Division, and for the establishment of a schedule of fees for survey services.

## "Special Bins"

Help in time of need—seed!

"The United Farmers of New Brunswick are organizing on lines similar to Western Farmers' Organizations."

We are glad to note that the Western spirit is travelling East. They will be "nane the waur o't" as the Scotchman remarked when the Scotch spirit travelled South.

A co-operator writing his appreciation of a co-operative paper concluded his letter thus—"You are indeed doing nobly. Keep it up—if you don't get your full reward on earth, you may get it elsewhere."

In our humble opinion "elsewhere" is altogether too ambiguous.

We have all sorts of flag days nowadays. Here is a new one, for which we have to thank the *Cotton Factory Times*.

Ould Spinning Jem an' his wife wer hevin' ther usual Satterday afternoon marketing in Accrington, soa just when they geet close to th' Town Hall Jem noticed the flag on the Town Hall, it being to celebrate Our Day.

But Jem wer in ignorance ov this, soa, being mystified, he sed to his wife, "What's the flag on the Town Hall fer, Mary?"

"Flag? Wer is it? By gum," sed Mary, "I'll bet t' sugar's come at t' Co-op."

I met a man who said he knew  
The Western Grain Trade through and through.  
Said I, my friend, if that be true  
There's nothing quite so rare as you.

Gen. Pershing told in Paris a story about a young American soldier. "He talked a lot on the voyage over," said the general, "of the delight he would take in sightseeing when on leave. 'Don't miss Notre Dame Cathedral in Paris,' said a French volunteer. 'You bet I won't!' said he. 'Don't miss Westminster Abbey in London,' said a Scot. 'No, siree! But, say fellows,' the young soldier declared, 'the thing I'm craziest of all to see is the Church of England.'"

This reminds us of the man on his first visit to London from a remote and secluded country district, who accosted a policeman with "I say boss can you tell me which is the main street?"

This is Dr. Jowett's (of Oxford) definition of a business man: To be a thorough man of business is really very high praise. It implies a clear head and mastery of details; it requires accuracy and constant attention and sound judgment. It begins with figures of arithmetic; it ends with a knowledge of the characters of men. It is that uncommon quality "common sense" applied to life. And it runs into higher qualities—uprightness, self-denial, self-control.

So is Co-operation just "common sense" applied to life.

## EDITORIAL COMMENT—Continued.

### 10 YEARS AGO—continued.

His reference to Saskatchewan is particularly interesting. "Saskatchewan, with an area of 250,000 square miles, is undoubtedly destined to supply a far greater increase in wheat acreage. There remains there an empire of land suitable for wheat-growing, of which only a small proportion is under cultivation. The Canadian Northwest is being settled with a rapidity such

as the world has never before seen, and railroad construction is bringing her crops within reach of the markets. Ten years ago Saskatchewan produced less than 5,000,000 bushels of wheat; last year, 1907, she produced over 43,000,000. In ten years more she promises completely to change the conditions of the wheat markets of the world."

Last year, 1917, Saskatchewan produced 118,000,000 bushels of wheat.



## Editorial Comment

### DEADWOOD

The place for deadwood is the scrap heap. During the war the British Government have built a big scrap heap. The United States are in the process of building one now. Why wait for a war to make scrap heaps? Deadwood is not always discovered until the test comes. Which does not follow that it ought not to be.

The Co-operative movement may have to make a scrap heap some day. Why wait for the test? Why not start now? Discard all that is useless and retain only that which is helpful and necessary. That's what the British Government did and that's what the United States are doing.

There is no room for the apathetic, the indifferent, they are so much deadwood. The movement needs life, for Co-operation without life is seed without germ.

Deadwood must be found and thrown out. Otherwise it will eventually kill the growth.

### VOLUNTEERS FOR THE KITCHEN

We have almost grown accustomed to regard "The help each other spirit" as applied only to man. The "Help me" spirit has too often been man's attitude to women. The Government have realized the necessity of applying "the help each other" spirit to women as proved by calling them to conference at Ottawa. Wisely the women went straight to the place they ought to know most about, and said, first give us more help in the kitchen and we'll give you more food production. This is clean cut enough. They did not waste time discussing problems and making recommendations about which they knew nothing; there has been enough of that and to spare already. In this they set an example of conservation, not of food, but time, which is almost as important.

The farm kitchen as an asset to food production is a striking recommendation, as *conservation* has been popularly regarded as the function of the kitchen. Yet it is reasonable enough too. Success in business is not attained by feeding one section and starving another when both are of equal importance. And doesn't this apply to the farm? Can utmost

production be expected when all the help is given to the men and no provision made for the women? A recognition of values is urgently needed. It will be interesting to note the outcome of the recommendation of the conference, that voluntary help be enlisted for service in the farm kitchen. Has the "Help each other" spirit taken the first move "Womanwards"?

### 10 YEARS AGO

We recently came across a very interesting article written ten years ago in the *American Review of Reviews*. It says in part:

"For nearly two years unprecedentedly high wheat prices have prevailed, and last spring the highest point in 22 years was reached (1 Northern \$1.00) with the one exception of 1898 the year of the Leiter corner. How far those prices are due to manipulation no one can say, but there is no question that they were caused to a very large extent by the shortage of wheat stocks throughout the world.

"Many mills on the continent of Europe have this year been obliged to shut down for lack of wheat to grind, and the mills of Great Britain were for some time often close to the same position. Throughout Kansas, Missouri, the middle states and Ontario many mills were obliged to cease grinding or to run only half-time for the same reason. Flour in turn advanced, and many of the smaller bakers in the United Kingdom and in this country, caught with short supplies of flour, have been forced into bankruptcy. The price of bread has been advanced in London and Glasgow to seven pence for the quartern or four-pound loaf, and in many places in this country the loaf has been either reduced in weight or advanced in price."

The writer then produces figures showing a deficiency in the world's wheat crop in 1907-08 of 400,000,000 bushels.

Crops 1907 and 1908.....	6,275,000,000
World's normal consumption.....	6,675,000,000
Deficiency.....	400,000,000

He goes on to state that a very serious situation would arise if wheat production had reached its limit, but shows that this is far from the case and points to the undeveloped areas.

(Continued on opposite page.)

# Shoulder to Shoulder



*Don't grumble, don't bluster, don't dream and  
don't shirk;  
Don't think of your worries, but think of your  
work.*

## FACE THE SUN

Don't hunt after trouble, but look for success,  
You'll find what you look for, don't look for  
distress.

If you see but your shadow remember, I pray,  
That the sun is still shining, but you're in the  
way.

Don't grumble, don't bluster, don't dream and  
don't shirk;

Don't think of your worries, but think of your  
work.

The worries will vanish; the work will be done,  
No man sees his shadow who faces the sun.

—Anon.

## THE ULTIMATE AIM

Co-operation, as Holyoake phrased it, is not  
to be regarded as a bale of cotton: it is an ideal,  
and the loftiest that man has known. The  
ultimate aim of the co-operative ideal is to  
make the world a home and its inmates a  
family—is to realize "goodwill" among men  
in every hamlet, town, and State. Our goal  
is to co-operate the world so that all the sources  
of wealth will be owned and controlled by the  
members of a universal co-operative society,  
with branches in each country. The principle  
of co-operation is the basic law of life in every  
clime.—*Scottish Co-operator*.

## A CO-OPERATIVE PICTURE PALACE

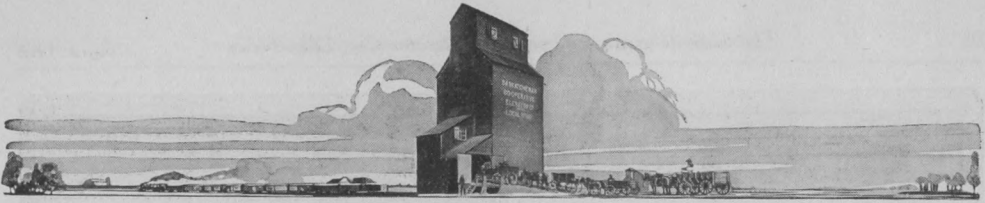
The Consumers' Society of the Village  
Alexandrovskaie, of the province of Stavropol,  
has decided to provide a picture palace  
for the village supported by contributions  
by the society. Amongst others, it is pro-  
posed to obtain films depicting various aspects  
of co-operation both in Russia and abroad.  
The chief aim of the palace is not so much  
to provide amusement as to spread useful  
knowledge.—*The Russian Co-operator*.

## WHAT CO-OPERATIVE EFFORT CAN ACCOMPLISH

A good example of what may be done in the  
way of co-operative effort is afforded by the  
Agricultural Co-operative Society at Pinvin, in  
Worcestershire, Eng. Owing to the scarcity of  
labour and horses and the increase in the number  
of small holdings in the district, the members  
of the Society found it almost impossible to get  
their ploughing done by neighbouring farmers  
as in the past. The Society, therefore, decided  
to take steps to purchase a motor plough. In  
order to get the money to make the purchase  
the Society raised £92 10s. by subscription  
and £96 from friends of the movement. After  
paying for the plough, a stock of petrol and for  
certain labour in preliminary trials there was  
an adverse balance of £2 11s. 9d. From the  
work carried out, however, the Society are  
satisfied that the enterprise will be successful  
and profitable to the members.—*International  
Review of Social Economics*.

## AGRICULTURAL CREDIT IN SPAIN

The Association of Agriculturists of Spain  
has established a credit fund for the use of  
farmers. It has now been in operation for two  
years, and is helping to supply the funds for  
which the Spanish farmers have been in great  
need. As individuals, the farmers had been  
unable to get money from banks, but this  
association of farmers was able to make an  
arrangement with the Bank of Spain to supply  
its needs, the security being provided collec-  
tively. Savings deposits are also received from  
farmers for the credit fund. The fund has  
meant everything to the farmers, who could  
not previously borrow the small sums they  
needed. The fund is resulting in the produc-  
tion of larger crops.—*American Co-operative  
Journal*.



## Total Handled

### Showing twenty Stations in order of amounts handled

Position of stations with total amounts handled as at March 31.

Numbers denote Standing as at January 31.

1. Cupar A.....	250,000
5. Cabri.....	240,000
3. Duval.....	220,000
2. Strassburg.....	220,000
4. Cupar B.....	218,000
12. Humboldt.....	199,000
6. Gravelbourg.....	189,000
7. Wynyard.....	188,000
17. Estlin.....	180,000
9. Govan.....	180,000
11. Gull Lake.....	170,000
14. Theodore.....	170,000
16. Simpson.....	170,000
*. Abernethy.....	170,000
8. Morse.....	170,000
10. Pennant.....	169,000
13. Loverna.....	160,000
*. Watson.....	160,000
15. Southey.....	160,000
20. Unity.....	150,000

Position of Stations with amounts handled from January 31 to March 31.

Numbers denote Standing as at January 31.

12. Watson.....	57,000
3. Abernethy.....	50,000
2. Humboldt.....	44,000
1. Cabri.....	40,000
18. Estlin.....	34,000
5. Cupar A.....	30,000
*. Simpson.....	24,000
8. Govan.....	20,000
*. Rocanville.....	17,000
7. Theodore.....	15,000
*. Gull Lake.....	14,000
*. Wynyard.....	13,000
*. Southey.....	13,000
9. Foam Lake.....	11,000
13. Pennant.....	10,000
17. Gravelbourg.....	10,000
*. Unity.....	10,000
20. Duval.....	10,000
*. Strassburg.....	10,000
19. Cupar B.....	10,000

\*Did not get a place in last list.

#### CUPAR

As a general rule when a Company has two elevators at one point the results are far from satisfactory. Cupar A and Cupar B are, however, notable exceptions to this rule.

A glance at the table will show that up to date we have handled at these two elevators 470,000 bushels of grain, 250,000 of this amount at Cupar A and 220,000 at Cupar B. It will be readily seen, therefore, that the difference in the volume of business transacted between A and B is practically negligible.

R. I. English is the operator at Cupar A and has been there since September, 1911, when the elevator opened. As its No. 13 indicates, Cupar A is one of our pioneer elevators. Bob, as the operator is familiarly known to his friends, of which he has many, is very popular with the farmers who place implicit confidence in him. Facts are stubborn "chiels" and speak for themselves, and the fact that out of the five elevators of Cupar, at least 65 per cent. of the total grain marketed has been handled

through our houses there, speaks in the best possible way for the loyalty and enthusiasm of our shareholders.

The operator at Cupar B is W. H. Newkirk, and his returns, particularly in the last two years, have been very gratifying. The increasing volume of business transacted by these two houses encourages the hope, that in the near future the 500,000 bushels mark will be topped.

#### WATSON

From twelfth to first place is a big jump. Watson, as the figures show, has handled in two months 57,000 bushels. This is an example of what can be accomplished where elevator space is available.

For sometime past this elevator has suffered because of an inadequate car supply, which has been remedied, however, during the last two months, thus giving the operator, Leo R. Wood, a chance to clear some of his bins and provide necessary space to accommodate the business of his patrons.

# Kindred Co-operators



## Ireland and its Grain Trade



The following article was prompted by the entry of the Co-operative movement of Britain into politics. It is written, presumably, by G. W. Russell, editor of the *Irish Homestead*, from which paper it is taken:

In Ireland politics are too dangerous at the moment for a movement like ours to touch. Political parties are in a highly explosive condition and the slightest thing might make one or other of these exasperated parties turn and try to rend any political newcomers. We will be wise to keep our societies and our movement clear of any suspicion of party bias, though of course members in their individual capacity can and indeed must play their part in the political life of Ireland. But farmers must defend their own interests, and there are many things have happened in Ireland during the past three years which have made some co-operators realize that in the future they must plan out some way of ousting the profiteers out of the official temples where they have undue influence. The case of the marketing of grain is one of the many. The societies were prohibited from taking Government contracts. Any other business they might do if they wished. Farmers who grew grain could hardly be prohibited from selling it, but the most profitable business of Government contracts they were shut out from. That, for no reason which could be publicly defended, co-operative members were debarred from undertaking. There was, in fact, a ring of dealers in grain, and that ring seemed to have influence enough, how acquired it might be libellous to speculate upon, to shut out agricultural competitors, so that we have this sinister fact to face that direct contact between the growers of grain and the State purchases is prohibited, and the only conclusions we can come to is that middle people must be preserved. How such influence is exerted in this and other matters, and why Government departments sanction such regulations is a problem which needs political probing

in the future, and if such things go on, if the bias manifested against the co-operative movement continues after the war in a world where every interest must struggle desperately and use all powers possible to maintain a place in the sun, then the co-operative movement in Ireland in the future will have to consider, will be forced to consider what kind of political action it must take to secure fair play.

Meantime our societies might consider whether it is not worth their while at the present time undertaking such business as the regulations permit so as to get in the thin edge of the wedge. Some societies have last year done a fair amount of business, two we know of had transactions in grain of over five thousands pounds each. If a co-operative society buys a quantity of grain less than one sack it can charge at the rate of 8.5 per quarter as remuneration for handling. If it buys a quantity under 15 sacks within 7 consecutive days it is entitled to 4.5 per quarter remuneration; and if the quantity handled exceeds 15 sacks, without regard to the number of days, the amount allowed is 2.5 per quarter on resale. To carry on this business no special license is required; and we advise societies to take it up as a beginning in order to break the ring. We all know that there is a big grain ring in Ireland affecting barley growers most. This ring has in the past controlled prices, and in consequence many farmers have derived so little profit from barley growing that they were dropping it. This grain ring was, in fact, one of the causes of the decline of tillage. The prices were fixed by brewers and distillers, who informed the grain dealers, who set at once to buy at the cheapest prices, so as to get not only their commission but the difference between the brewer's price and the price they were able to force the grower to accept. Now there are opportunities at present for the organized farmers to enter this business of

(Continued on next page.)





Wool Sorting at Regina (see page 6)

## IRELAND AND ITS GRAIN TRADE—Continued.

dealing in grain. The brewers and distillers have had restrictions put on their trade. The ring is not the only or the main buyer. Barley is being grown for feeding purposes to a considerable extent, and even if co-operative societies do not make any very large profits they will get experience. This experience will enable them a little later to insist that it shall be the organized farmers, and not the middleman, with whom the final purchaser, brewer, distiller or miller must deal.

That we in Ireland must return to the growing of grain is evident. The handling of the grain they grow should be a business for farmers, and the fixing of prices not a business for the ring but for the farmers' societies in council to consider. \* \* \* \* If Ireland is once more to become a grain growing country, and everything seems to be urging it in that direction, the farmers ought to have the handling and marketing of their own grain unrestricted by any regulations or legislation.

An attempt is now being made in Ireland to see how quickly the seed of flax produced almost entirely for oil, will go back to the fibre producing qualities, and for this purpose the Board of Grain Supervisors of Canada

was asked to ship a certain amount to Ireland, and 20,000 bushels of choice, Canadian grown flax seed was shipped in time for seeding this year. It will be very interesting to watch how this develops.—*Journal of Commerce*.

# Subject Index to The Co-operative News for 1917-18

The page number and issue number are denoted respectively, *viz.*: Advance Protecting, 17—1, page 17 of the first issue.

## A

Advance Protecting, 17-1.  
Agenda of Business Procedure, 12-5.  
Allowance for Invisible Loss and Shrinkage, 4-6.  
Anniversary, First, The, 3-1.  
Annual Meeting, At The, 14-5.  
At Half Mast, 5-2.  
At 10 Downing Street, 20-6.  
At the Fair, 4-3.

## B

Balance Sheet as at July 31, 1917—See "Financial Statement."  
Beware of—No! Not the Dog! 5-4.  
Advertising—Aug., 9-3.  
Board of Directors, 11-5.  
Board of Grain Supervisors, 15-3, 10-4.

## C

Calendar of Important Events, A, 30-5.  
Challenge Shield, 5-4.  
Change of Tariff *re* Screenings, 7-5.  
Christmas, 1917, 4-5.  
Closing Market Prices, 8-1.  
Comparison in three Western Provinces, 11-1.  
Concerning Amalgamation, 6-6.  
Co-operation and Wool, 14-2.  
Co-operative Investment, A, 6-4.  
Construction Department, Our, 9-1.  
Construction and Organization, 5-2.  
Construction Progress Report, 4-3; 5-4.  
Correct Post Office Address, 5-5.

## D

Day in the Commission Department, 5-3.  
Danish Folk Schools, 17-4.  
Disposal of Surplus as at July 31, 1917—See "Financial Statement."  
Directors' Visit Terminal Elevator, 8-4.

## E

Editorial Comment, 18-6.  
Elevator Handling Season, 1916-17, 5-5; 1917-18, 7-5.  
Elevator Construction and Depreciation Accounts as at July 31, 1917—See "Financial Statements."

## F

Final Report 1917 Crop, 16-6.  
Financial Statements (issue 5) Balance Sheet, 25; Profit and Loss Account, 26; Disposal of Surplus, 28; Elevator Construction and Depreciation Accounts, 26; Reserves, 28;

Government of the Province of Saskatchewan Statement of Loans, 27.

Free Wheat, 4-2.  
Freight Rates, 5-6.

## G

Getting off the Mark, 4-2.  
Government of the Province of Saskatchewan Statement of Loans as at July 31, 1917—See "Financial Statement."  
Grain Growers' Note, 4-1.  
Growing Wheat in Latitude 57°, 5-6.  
General Meeting. (issue 5)—  
Agenda of Business Procedure, 12.  
Report (in a Nutshell), 13.  
Report of Board of Directors, 17.  
Finances—See "Financial Statement."

## H

Head Office Cricket Team, 4-4.  
Head Office Picnic, 7-4.  
Honouring the Brave, 6-5.  
Hospital Elevator, 4-6.  
Hospital Elevator (Our proposed), 8-5.

## I

Index to Co-operative News, 18-1.  
Illustrations to Co-operative News, 19-1.  
Increase in Inspection and Weighing Charges, 4-4.  
"I write to say," 8-1; 16-4.

## K

Kindred Co-operators—Russia and Co-operation, 14-1; Co-operation and Wool, 14-2; The Romance of a Store and Co-operation 1844, 18-3; Danish Folk Schools, 17-4; At 10 Downing Street, 20-6.

## L

Letter from Provincial Auditor, 23-5.  
"Locals," Names of Delegates, 31-5.  
"Loyalty," What Does it mean? 3-4.

## M

Milestones! 3-5.

## N

National System of Grain Elevators in Britain, 7-6.  
New Classification for Mixed Grain, 14-4.

## O

Of the Origin of Wheat, 7-6.  
Orders issued by the Board of Grain Supervisors, 3-3; 12-4; 10-5.  
Opening of Terminal, 4-6.

## P

- Patronize your Elevator, 6-5.  
 Personnel of Directorate, 18-5.  
 Profit and Loss Account as at July 31, 1917  
 —See "Financial Statement."  
 Progress of Terminal Elevator, 17-3.

## R

- Report of General Meeting (In a Nutshell), 13-5.  
 Report of Board of Directors, 19-5.  
 Reserves (See Financial Statement), 28-5.  
 Resignation of Divisional Superintendent, 5-2.  
 Roll of Honour, 12-1; 12-2; 8-3; 16-4; 34-5;  
 22-6.  
 Romance of a Store, The, 18-3.  
 Russia and Co-operation, 14-1.  
 Russian Co-operative Societies, 16-1.

## S

- Sample Markets, 13-3.  
 Sample Markets (Rules and Regulations of),  
 9-4.  
 "Screenings," 9-6.  
 Seed Oats, 6-6.  
 Semolina, 5-2.  
 Seventh Annual Meeting, 4-4.  
 Shoulder to Shoulder, 10-2; 14-3; 19-4; 39-5;  
 23-6.

- Special Bins, 13-1; 6-2; 17-5; 8-6.  
 Spreads, 5-1.  
 Startling Changes, 7-4.  
 Stock Taking, 4-2.

## T

- Taking Second Place, 3-6.  
 Testing Grain for Moisture, 11-2.  
 Total Grain Handled, 4-3; 17-6.  
 Track Purchasing, 16-1.  
 Traffic Impatient, The, 4-1.  
 Travellers Meet, 7-5.  
 Two Dates to Remember, 4-3.

## U

- Unloading Grain at Liverpool, 9-5.

## V

- Victory Loan Bonds, 5-5.

## W

- Winners of Challenge Shield, 4-3.  
 Wheat Market Review, 4-1; 3-2; 3-3.  
 Wheat to Europe *via* Panama Canal, 6-4.  
 Why we stopped buying at our Elevators, 7-2.  
 Why you should Bill your Cars, 9-3.

## List of Illustrations to The Co-operative News for 1917-18

- Making a Way, 3-1.  
 The Thermometer, 9-1.  
 Sectional View of Co-operative Elevator, 10-1.  
 N. E. Knudtsen, 13-1.  
 Plan of Special Bins, 13-1.  
 View of Terminal Elevator under construction;  
 looking down on site, 3-2.  
 Getting off the Mark, 6-2.  
 Testing Grain for Moisture, 11-2.  
 An Elevator under construction, 13-2.  
 Grain Train crossing the prairie, 6-3.  
 Train Advertisement, 9-3.  
 Country Elevator, 10-3.  
 Terminal Elevator at Port Arthur, 12-3.  
 Board of Grain Supervisors, 15-3.  
 Progress of our Terminal at Port Arthur, 17-3.  
 Old Fort William, 19-3.  
 Storage Tanks completed Terminal Elevator,  
 4-4.  
 Boiler House Terminal Elevator, 5-4.  
 Terminal from Shore, 6-4; 7-4.  
 View of Terminal and Slip from end of Dock,  
 8-4.  
 Sealing Cars after samples have been taken, 9-4.  
 The Last Load, 10-4.  
 Grain being sacked and removed at Liver-  
 pool, 10-4.

- Discharging grain from boat and dock in  
 Liverpool, 11-4.  
 Advertisement "Which"? 15-4.  
 Danish Co-operative Cheese Factory, 17-4.  
 Danish Horses, 18-4.  
 In a Co-operative Bacon Factory before the  
 War, 4-5.  
 Did someone say Pig? 5-5.  
 Bacon Factory, 6-5.  
 Exterior of Bacon Factory, 7-5.  
 Discharging Grain into Barges at Liverpool,  
 8-5.  
 Inside and outside the Barge, 9-5.  
 Board of Directors, 11-5.  
 Wheat, 16-5.  
 Centre page Advertisement, 20-5.  
 Type of Co-operative House in Denmark, 33-5.  
 Unloading first car of grain at Terminal, 4-6.  
 Government and Company's staff weighing  
 grain, 5-6.  
 Section of workhouse Terminal Elevator, 6-6.  
 Section of workhouse Trackshed and storage,  
 7-6.  
 Vernon Mill, London, England, 9-6.  
 Grain Storage warehouse, Liverpool, England,  
 11-6.  
 Terminal and Hospital Elevators, 12-6.

T. A. CRERAR, ESQ.,  
 1/2 GRAIN GROWERS GAIN -  
 COMPANY,  
 WINNIPEG, MAN.



BILL YOUR CARS—ADVISE

**Saskatchewan Co-operative  
 Elevator Co. Limited, Winnipeg**

